



THE WISCONSIN ARCHITECT

THE OFFICIAL PUBLICATION OF THE STATE ASSOCIATION OF WISCONSIN
ARCHITECTS — THE WISCONSIN CHAPTER A.I.A. AND THE PRODUCERS
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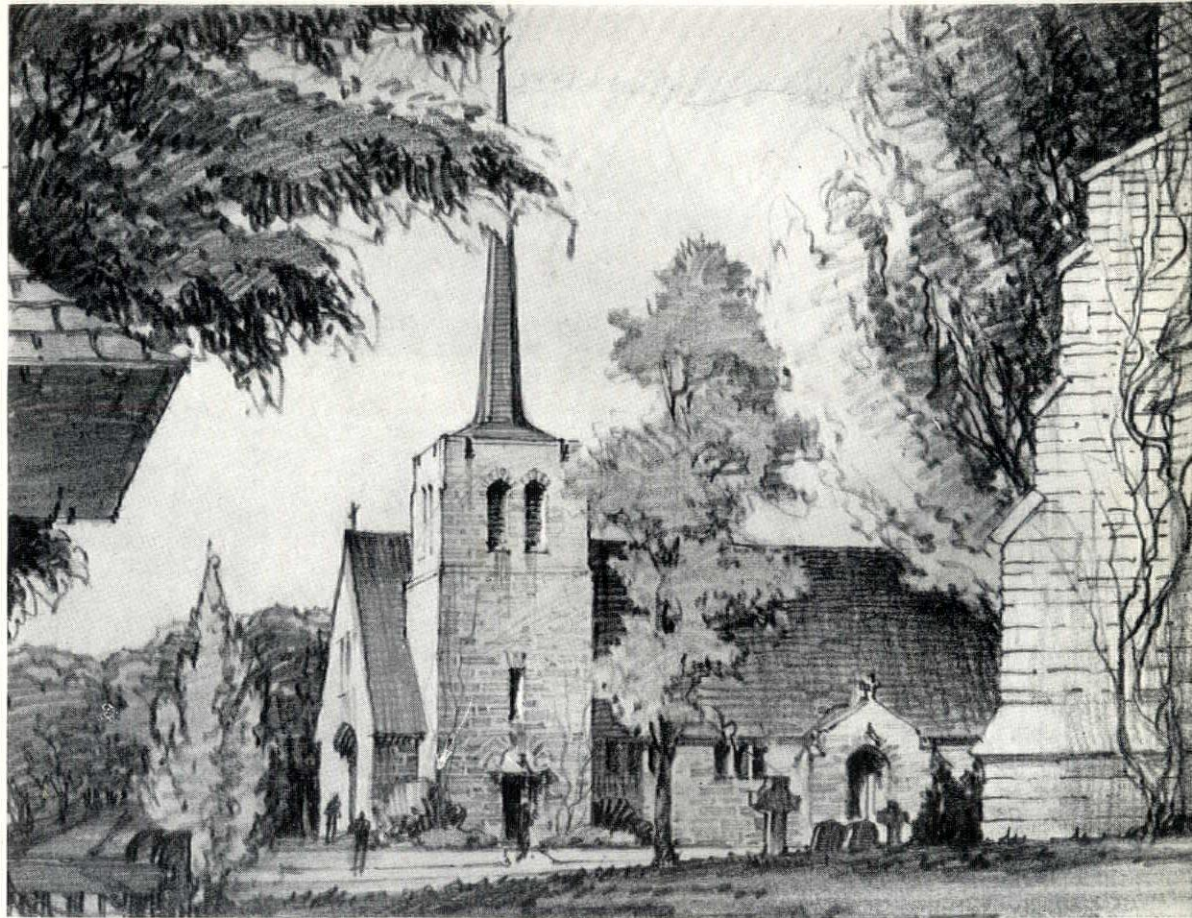
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1944

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BETTER HOUSING AND THE ARCHITECT

There has been much discussion, pro and con, on the proposals to remodel existing houses in slum and blighted areas. Some advocates have offered such strong arguments for this procedure that it has been given considerable support. Of course, many houses would of necessity have to be demolished in order to supply light and air where houses are close together. Many have questioned this solution of slum clearance and maintain that at best it will only delay the return of these houses to slum condition. The program has the virtue of being quickly started and being of immediate help in relieving the shortage of houses for better living.

Our post war period, it is anticipated, will be one in which we must provide jobs for the unemployed. Not alone for the returning soldier, but for the home-front worker as well.

We, in the profession, know that no re-tooling or long preparation is necessary to put the construction industry into high gear, but before the construction industry can start, it will be necessary that plans be prepared, not alone of buildings but of whole communities, to house those of our citizens who are in need of good housing.

There is our obligation, to be sure, to the underprivileged who, due to circumstances they do not control, also must be housed. This is a challenge to our community and in the end its accomplishment will greatly benefit our city.

In all of our programs, the architects must be realists and should not indulge in wishful thinking. We, of the profession, must realize that the re-housing of our blighted areas and the re-building of sub-standard housing, is a challenge which the architect must face and help solve.

The item which effects the total cost of housing, is the high cost of land in the blighted areas. Money must be paid for the sub-standard homes now on the property, as well as for the land itself. Therefore, it is very necessary that the architect make every effort to find

new methods, as well as new materials, in order that he may keep the cost of housing low enough to interest private capital, and keep to a minimum the money which has to be expended to subsidize those of our neighbors who have to have help in order to make the grade.

EDITOR

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APRIL BOARD MEETING

State Association of Wisconsin Architects

Plankinton House

April 15, 1944

10:30 A. M.

Present

By Proxy

Dist.

Dist.

3 Edgar H. Berners

1 & 2 Emiel F. Klingler

7 Frank F. Drolshagen

3 Noel R. Safford

7 Walter G. Memmler

4 C. Madsen

7 A. L. Seidenschwartz

5 F. W. Raeuber

7 Mark F. Pfaller

6 Ellis J. Potter

7 T. L. Eschweiler

6 Lewis Siberz

7 Leigh Hunt

8 Robert S. Chase

Meeting was called to order by President Berners at 10:30 o'clock.

Considerable discussion followed on the proposed changes in the Bylaws authorized at the Madison Convention of 1941.

The Secretary was directed to assemble all data on present Bylaws and proposed changes and notify each board member of the number of The Wisconsin Architect which contains bylaw changes. Members of the Board are to advise the Secretary of any suggestions they might wish to make. After correspondence is coded, the President will call a special meeting to approve proposed changes in the Bylaws.

A suggestion was made at the February 1944 Convention, that consolidated District No. 1 and 2 become District No. 1 as it was originally, and that District No. 2 be allocated to another district.

A map showing the various districts as constituted to be sent to each board member for study and suggestion.

The Secretary reported that two \$100.00 series "G" war bonds had been purchased and asked where the Board wished them to be deposited. T. L. Eschweiler offered the motion that the Wisconsin Chapter, A.I.A. be asked to allow the Association to deposit said bonds in its lock box. The motion was seconded and carried.

A discussion followed on the number of board meetings to be held during the year. T. L. Eschweiler offered the motion that the President call board meetings when, in his judgment, they were necessary. Seconded and carried.

Adjourned at 12:15 p. m. for lunch.

Reconvened at 1:30 p.m.

President Berners opened the afternoon session with a discussion of committees.

New Committees

Legislative: Theodore L. Eschweiler, chairman; William G. Herbst, Arthur L. Seidenschwartz, Edward J. Law, Gordon J. Feldhausen, and Walter G. Memmler.

Practise: Walter G. Memmler, chairman; Wallace H. Brown, Walter Trapp, Robert S. Chase, Gordon J. Feldhausen, George Foster, and Grover H. Lippert.

Publicity: Leigh Hunt, chairman; Peter Brust and Ellis J. Potter.

The Architect and Governmental Relations: Edgar H. Berners, chairman; T. L. Eschweiler, Walter G. Memmler, Frank J. Stepnoski, Frank J. Hoffman, Frederick J. Raeuber, Henry Auler, and Lewis Siberz.

State Public Works and the Architect: Lewis Siberz, chairman. (The members of Mr. Siberz' committee will be announced later.)

Fisher Bulletin

Bulletin No. 26 from D. K. Este Fisher, Jr., Washington representative of the A.I.A., and the State Association, was read and discussed. The secretary was directed to write Mr. Fisher endorsing his stand on the architect as follows:

Item 1 and 2: After considerable discussion, it was the Board's opinion that the only sound long-term method of providing housing is by private initiation.

Item 3: The architects of Wisconsin are vitally interested in the design and erection of the small house, now, as well as in the Post War Period.

Item 4: The Board believes that The Institute should give the government all possible assistance in selecting architects for public works and discourage the delegation of selection of architects to the politicians and political influence.

T. L. Eschweiler offered a resolution directing the Secretary to send a letter of commendation on the contents of Bulletin No. 26, issued by D. K. Este Fisher, Jr. The resolution was adopted.

The Secretary made a financial report and suggested that two additional War Bonds for \$100.00 each, Series "G" Fifth War Loan, be purchased. Frank F. Drolshagen moved that this be done and the motion was carried.

Current bills were ordered paid.

The meeting was adjourned at 3 p.m.

Leigh Hunt, Secretary

* * *

ROBERT MOSES PROGNOSTICATES

"Well, to sum it all up, it is my contention, supported by considerable first-hand experience, that it is a tough job to raise the standard of art much above the level of contemporary public taste, especially in an age in which public taste is changing so violently. Sculpture has become an incident in architecture, and architecture in engineering. As we go more and more functional, ornamentation becomes a lost art, and only the isolated monument, exposed to time, the elements and the vandals, remains.

"Steel and other structural metals have dwarfed outdoor sculpture except in gardens, and mass effects and intrinsic beauty of line now occupy the engineer as much as stresses and strains. The architects and sculptors will have to adapt themselves to this age or be driven indoors with the painter; and all the restrictions which have for their purpose rigid professional lines and guild vacuums merely postpone the day of reckoning."

—Robert Moses, Commissioner of Parks, New York

EARL A. TANNER NOW PRESIDENT OF BOTH INLAND STEEL CONTAINER AND MILCOR

The election of Earl A. Tanner to the Presidency of the Inland Steel Container Company, is announced by Wilfred Sykes, President of Inland Steel Company, Chicago. The container company is a subsidiary of Inland Steel.

Mr. Tanner who has been President since 1938 of the Milcor Steel Company, Milwaukee, will head both companies, effective immediately. Milcor has been an Inland subsidiary since July 1, 1936.



EARL A. TANNER

The Inland Steel Container Company, formerly the Wilson and Bennett Manufacturing Company, is one of the country's largest manufacturers of steel barrels, drums and pails. The company has plants in Chicago, Jersey City and New Orleans, and sales offices or warehouses in all principal cities.

The Milcor Steel Company, established in 1902 as the Milwaukee Corrugating Company, has for many years been a leading producer of steel building products. Mr. Tanner came to the company 24 years ago as jobbing sales representative. In 1930 he was transferred to the then newly acquired Canton, Ohio, plant where he became General Manager. In 1934 he was named Vice-President of the company. He returned to Milwaukee in 1936 as Executive Vice-President in Charge of Sales which position he held until elected President in 1938.

Under Mr. Tanner's direction, Milcor production of its regular goods reached an all-time peak in 1941. Since then it has been devoted almost 100% to the manufacture, as a prime contractor, of materials for the Army and Navy.

* * *

Sir Edwin Landseer Lutyens, renowned British architect well known in the United States and recipient of The American Institute of Architects gold medal in 1924, died at his home in London, England, January 1, age 74. Sir Edwin was born in London. Educated by private tutors and by South Kensington followed by a year in the office of Ernest George and Peto, Architects, he began to practice independently in 1888. For two decades his outstanding work was in large country homes and gardens. He was architect of Government House, Imperial Delhi, India; British School of Art, Rome; Picture Gallery and South African War Museum, Johannesburg, New British Embassy, Washington, D. C. and many other prominent structures. Oxford honored him in 1934 with a D. C. L. degree; Liverpool in 1928 with LL.D. He had served as president of the Royal Academy since 1938.

—From Illinois Society Bulletin

SECRETARY'S REPORT OF THE ACTIVITIES OF WISCONSIN CHAPTER FOR THE MONTH OF APRIL, 1944

The regular monthly meeting of the Chapter convened at the City Club on April 12 at noonday.

The following members attended the meeting: Johnson, Memmler, Brust, Philipp, Bauer, Hunt, Bogner, DeGelleke, Lubert, Trapp, Drolshagen, Kuenzli, Wiley, Seidenschwartz, Kloppenburg, Carl, Theodore and Alexander Eschweiler, Jr.

A general discussion concerning the welfare and future prospects of the Architect and his position in Post War Work created considerable interest, the general opinion prevailing that this subject should again be considered at our next meeting.

It was moved, seconded and carried that the Secretary be authorized to purchase stickers, "Plan Now" from the Cleveland Chapter, so that the members could purchase these stickers directly from the Secretary.

The Cleveland Chapter in the interest of promulgating interest in Post War Building activity, designed a gummed label entitled "Plan Now". This admonition is printed over The Institute Monogram and can be conveniently used on all mailing matter. The labels have arrived and can be obtained from the Secretary's office, 759 North Milwaukee Street, Zone 2. The price is 50 for \$1.00.

The postponement of the National Convention of the A.I.A. was favorably received by the Chapter.

The New Jersey Chapter dissented to the action taken by the Board of Directors of The Institute. They believe that the Convention should not be postponed and that they are not unmindful of the present national emergency and the necessity of curtailment of non-essential activities throughout the Nation, but that the Architectural Profession will lessen its value to the Nation if it postpones its deliberation and action on those national problems that are our recognized obligations. Your Board, however, believes that the Board of the Institute has acted wisely and has exercised wisdom, courage and sound judgment during the present emergency.

Do you know that Wisconsin Chapter, in collaboration with the Electric Company, Marshall & Ilsley Bank and the Boston Store, is sponsoring a series of lectures on "Post War Planning for your New Home"? The purpose of this plan is motivated as a patriotic movement in preventing inflation at this time. A four-page Brochure has been published with a monogram of The Institute and a familiar quotation relating to building by John Ruskin. The inside pages include four perspectives of the "House of Tomorrow" rendered by Tony Wuchterl and designed by President Hunt. On the back page is a program schedule and a roster of the members of the Wisconsin Chapter of The Institute. The next lecture will be held in the Auditorium of the Public Service Building on Tuesday, May 31, at 8 p.m., and will be devoted to the subject: "Planning Your Kitchen and Laundry, How To Get Efficiency — Save Work, Eliminate Waste Effort." Six meetings have been held so far, with an average attendance of 750. Six architects so far have attended one or more of these meetings.

Have you followed the activity of Washington representatives, D. E. Este Fisher, Jr.? His work alone in behalf of the Architectural Profession should convince you that The Institute is working diligently for the advancement of our profession.

Harry Bogner, appointed by the Board to take the place of the late Herbert W. Tullgren as Chairman of the Civic Design Committee, has had several meetings. The Committee has developed a plan for the improvement of the land adjoining the east side of the River between State Street and Kilbourn Avenue. This scheme was prepared by the Civic Design Committee and presented to the City Planning Engineer, Commissioner of Public Works. The City Engineer has been asked to work out the scheme in more detail and prepare an estimate of the cost. Chairman Bogner presented the scheme to the City Planning Committee at the City Club on May 1st for its consideration. Chairman Bogner states that in his opinion the Civic Design Committee can be of the greatest help in arriving at a Milwaukee Master Plan, "if the Architects devote their energy toward getting clear in their minds as to what they think the ideal Milwaukee should be and what amenities it shall offer its inhabitants." All of the members are invited to participate in this activity.

Phelps Wyman, Fellow of the American Society of Landscape Architects, spoke at our meeting on the subject: "The Landscape Architect and his Relationship to the Architect".

Respectfully submitted

Alexander H. Bauer, Secretary

* * * * *

PLAN YOUR OWN HOME CLUB

Only three more meetings remain in the Plan Your Own Home Club series sponsored by the Electric Company, the Boston Store, the Wisconsin Chapter, A.I.A., and Marshall and Ilsley Bank. The meetings are held in the Auditorium of the Electric company.

The next meeting will be on "Planning Your Kitchen and Laundry—How to get efficiency—save work, eliminate waste effort," and will be held the evening of May 31.

At the June 13 meeting the subject will be "Simple Rules for Interior Decorating—Sensible hints for selecting furniture, drapes, room colors!

The final meeting will have for its subject, "The Value of Correct Landscaping—Adding the final touch of beauty after your dream house has come true."

The course, which was open to the public, with no admission charge, is taking the class through the various building stages, from the time the house is a mere dream, until it has become a reality and is ready for the lawn to be seeded.

The first program was held on March 7, having as the subject, "Outline of Plan—Your Dream Home Can Come True."

On March 21, the subject discussed was "Selecting a Location—How to choose your property."

At the third meeting on April 4, the subject was "Financing Your Home—Where and how money is available and how financing institutions can help you."

The fifth lecture, May 2, was on "Construction" and the sixth program on May 17, was on "The Mechanical Equipment—Requirements for efficient heating, safe plumbing and conventional electrical service."

ARCHITECTURAL APPRECIATION

A "talk at large" at the opening of the R.I.B.A. Conference on the Teaching of Architectural Appreciation in Schools on 6 January, 1944

By CLOUGH WILLIAMS-ELLIS [F]

JOURNAL OF THE ROYAL INSTITUTE OF BRITISH ARCHITECTS

Conclusion

As a people, we seem to mistrust and dislike any artistic attempt in anything not specifically an *objet d'art*. We dislike life and use and art being interwoven and mixed up; we find it confusing and a little shocking. We do not readily recognize art unless we segregate it in museums, galleries and art schools, and keep it obviously and comfortably apart with a capital "A." Wherever we detect or suspect its presence free and at large in the workaday world we resent it as a frivolous intrusion.

On the other hand, we who take another view are interested in all forms of design, from the planning of towns and buildings to the making of pots and pans. We hold that mass production need not mean ugliness or poor workmanship, and that, rightly directed, it can achieve a beauty equal to, though different from, the work of the individual craftsman. That that is not so is not, I think, an error into which we are likely to fall now—decrying things just because they are machine-made. That is an outworn philosophy today; it simply is not true. Such beauty is not, of course, to be sought for in added ornament or in any faking of materials, but in the logical excellence of design and in perfect fitness for purpose.

In the more civilized future which the architect must be especially active in bringing to birth, architects will be looked on, I trust, not merely as designers and builders but as the chief directors of a new general movement towards visual beauty, of which some of us think that we already detect the first beginnings. In England any such movement will necessarily be very slow, and the final results probably disappointing to anyone but ourselves, who are used to ugliness and who do not expect beauty as anything but a rather exceptional treat. If we are not yet doing much to create beauty we are at least increasingly aware of and impatient with needless ugliness. I shall not pursue that, because that leads to preservation, which, though you must take it into your school purview, comes much later. I think that the child is much more, and quite rightly, interested in new construction, in the things that are actually going on or are going to go on.

There it seems to me that your approach ought to be easy. There are so many good approaches to architecture. You can use the collecting mania, which is so prevalent an epidemic amongst the young. There is almost nothing I can think of that some child or other has not collected or started to collect, and with photography and local surveys and gathering together illustrations and so on, you can "stalk" architecture in that way very effectively.

Do not be too particular about the first approach. They may approach it—(I think it is absolutely wrong ultimately, but anything for a beginning)—entirely in the spirit of attaching to buildings nothing but a rarity value. But better than that nothing—as a beginning. Do not sit on them too heavily in regard to what they first like and get excited about, which may possibly be the rather loud vulgarities of the past. There is a

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lot of Elizabethan architecture with which I fell madly in love in my teens; I thought that nothing could be more desirable and more moving than the rather coarse strapwork and arabesques in Elizabethan gables and so on, and I collected pictures of nothing else—for about a fortnight—and then I began to grow up and to see that it was not the only thing, and that just because it was weather-worn and of respectable antiquity and of the Elizabethan age, made no difference at all to the fact that it was really rather vulgar tripe. Probably, however, if I had been authoritatively told by somebody I respected, that would have so undermined my confidence in my own taste or perceptivity that I should have just given up. One wants to be very careful not to snub children who have shown an interest in something, just because they show that interest in a rather superficial or wrong or dull aspect of that thing.

It is time that I stopped. After all, this is a conference, and with the Chairman's permission I will cease speaking and stand by ready to be provoked into jets of speech again by anything that any delegate may have to say to me in the way of question, retort, denial or anything else.

THE CHAIRMAN: I am sure that we have all found that a most exhilarating speech. Although our discussion proper is to take place this afternoon, I am sure that if you like to ask Mr. Clough Williams-Ellis questions, further to illuminate what he has said, he will be most happy to answer them.

MR. CLOUGH WILLIAMS-ELLIS: If this business of questions is a two-way traffic, I should like to ask you something. Some of you, I take it, are directly concerned in teaching, and not merely—well, I will leave it unsaid! Do any of you remember a book which was published about twelve years ago, called *An Outline for Boys and Girls and their Parents?* (Cries of "Yes.") It was published by Victor Gollancz and edited by Naomi Mitcheson. Because it was then considered rather too "Left" in flavour I understood that it had been rather a "flop," but the other day, when I tried to get some further copies, I was told that it had been out of print for some time. I suppose that today, any book, good, bad or indifferent, can be sold. Anyway, I did the section in it on architecture for children.

I assure you that it is extremely good. I am sure that it is, because I tried to do a new one without harking back to that. I know, of course, that my powers are rapidly declining, but the new one was not nearly as good, and I should like to bring that one up to date and have it re-illustrated, because I do not think that the pictures are suitable.

Mr. Sullivan referred to a catechism for buildings. Here I had a rather more direct catechism, addressed to the building itself, which I gather has gone well where it has been used in schools. I shall be very glad of your criticism of this, if you think that it is suitable and applicable. I say: "Here is a sort of catechism for buildings, and according to how they"—that is, the buildings—"answer your questions, which you will find that they do fast enough as soon as you get good at asking them"—this is addressed to the child—"you will be able to make up your mind about them and decide whether they are good or bad." This is the catechism:

(Continued in May Issue)

PLANNING FOR POSTWAR CONSTRUCTION

By COL. WILLIAM N. CAREY, Chief Engineer, F.W.A.

Condensed from an address before the
AMERICAN ROAD BUILDERS' ASSOCIATION

READING of the daily papers, trade and construction industry magazines might lead to the assumption that a postwar public works program already exists, and that the problem of continuing employment is well on its way to a happy solution. The constant appearance of news stories to the effect that this or that city, town or state has now developed a fine program for postwar public works has led many people to the belief that their really is in effect a sizable program of postwar construction all made up and ready to go. Nothing could be farther from the truth.

It is true that public officials generally throughout the country have developed lists of public works believed necessary or desirable for their respective communities. With very few exceptions, that is about as far as our much-talked of and much-publicized national program of local public works has progressed. To date no central governmental agency has been authorized to do even so much as to collect these lists of local projects to say nothing of stimulating and coordinating the preparation of actual plans and contract documents necessary to translate these dreams into actual structures.

A few cities and still fewer states are embarked now on the engineering, architectural and legal labor required between the project dream stage and the blueprint stage. Some planning is being done, but in most instances local programs are still in the talking phase. Talk alone builds no schools, hospitals, bridges or waterworks and talk alone provides no jobs. No city or state can be said to have a postwar program unless it is right now acquiring sites, or arranging for site acquisition, preparing complete contract documents for every project planned.

Since a mountain of talk about postwar construction programs has brought forth only a mouse of working plans and specifications, we may well ask why. The financial position of most of our local subdivisions of government is better today than it has been for many years. Local subdivisions of government are completely capable of deciding for themselves the improvements they need. They may not be able now to see their way clear to finance the construction of these works but that problem is properly one to be met later. All that requires financing now are the preliminaries to construction.

Many municipalities which have money to pay for plans, and they are in the vast majority, are hesitating in order to see what Congress is going to do about

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postwar public works. People around Washington qualified to make a good guess lean toward the opinion that Federal assistance for planning will be in the form of loans only. These loans would have to be repaid in full when construction is launched, no matter how the construction might then be financed.

If this is the correct guess, and I think it is, there seems little justification for most local governmental units to wait another day. The sooner working plans and contract documents are completed for needed projects in every community, the sooner we will bring into being a national reservoir of public works. When we have the reservoir filled, or filling, we will have a postwar public works program, but not until then.

The kind of public works planning necessary to help fill a reservoir for future use must include these three basic activities:

1. Preparation of working plans, specifications, contract documents and estimates of construction costs.
2. Selection of rights-of-way and other necessary rights, determination of their costs, and preparations for prompt acquisition, or actual acquisition if possible.
3. Completion of legal and financial arrangements for immediate construction whenever the "go" signal is given.

After the war, we may expect that construction activities can provide about 10 per cent of the total national income and employment. Yet, with proper planning now, the industry can be prepared to shoulder, if need be, a far greater share of the load during the transition period.

Construction can be a most important stabilizer because it is the one major industry that can shift from war work to peacetime work almost over night.

If construction, public and private, is to be found ready to carry its normal load of employment, and more if needed, leaders must be found soon in every state, city, hamlet and town, who will see to it that construction dreams are translated into plans, specifications and contract documents. It is high time for an end to speculation and fruitless talk and for the beginning of some real action on construction plans in every community.

* * * * *

LUMBER PROSPECTS NO BRIGHTER; FURNITURE MEN KEEP FINGERS CROSSED

No major happenings this week but a few straws in the wind to keep both furniture manufacturers and dealers uneasy about the immediate future.

With the deadline for filing lumber requirements now passed (April 25), WPB announced that any large users (50,000 feet or more per quarter) who neglected to file can now get no lumber except by specific WPB authorization.

This provides a possible reprieve for a few who were unable to file because of lack of records and others who had the impression that their suppliers could file for them.

THE \$64 QUESTION is what happens now that the requirements are all in. What will WPB do to bring about a balance between consumption and production?

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Will the furniture industry continue to be the only one directly limited in its use of lumber by WPB order (84% of 1943) or will the new control plan, expected about July 1, apply equitably to all users?

The current situation, and the questions for the immediate future, were ably analyzed this week for the dealers attending NRFA's Atlantic City conference by Don Jordan of Johnson-Carper Furniture Co. Mr. Jordan cited the willingness of furniture manufacturers to make their proper sacrifice but objected to singling out this industry for over-all controls unless they are to be similarly applied to others.

FRANK WHITING, chief of WPB's furniture section, aptly illustrated the war needs for lumber by pointing out that necessary port repairs at Naples took 50,000,000 board feet, equivalent to a year's supply for 100 average-sized furniture plants.

The Alexander Smith—Masland

Washington News-Letter

* * * * *

LINSEED OIL QUOTA FOR LINOLEUM UP AGAIN

The War Food Administration increased the linoleum industry's quota of linseed oil to 70%, effective May 4. This is the amount made available during the first quarter of 1944, but a cut to 60% was ordered April 1.

* * * * *

"The preservation of the sacred fire of liberty and the destiny of the republican model of government, are justly considered as deeply, perhaps as finally staked, on the experiment entrusted to the hands of the American people."

George Washington.

WHAT ARE THE REQUIREMENTS FOR SUCCESSFUL URBAN REDEVELOPMENT

By JERROLD W. LOEBL

A.I.A., President, Chicago Building Congress. An address before the National Conference on Post War Housing

LET us begin by reading a paragraph by Hugh Potter, who is scheduled to speak to you this afternoon: Quote "If you put black spots on the map of any large urban area to indicate the sites of recent construction, you will be drawing a circle around the city. You will have a diagram of an explosion that has literally ripped large communities at the seams, and cast large segments of the population to the outskirts. It is hardly accurate to describe the process as decentralization, rather it has been a process of disorganization and haphazard disintegration." unquote. No one will disagree with that statement by Potter, but, once again, let us analyze the causes of this haphazard disintegration.

Most of our American cities are comparatively new, and their rapid growth resulted from the invention of railroads and steam engines. Today, automobiles and electricity are now disintegrating these same cities.

Until 1930 the population in our cities increased at a fairly constant rate. The city simply grew by adding new rings of settlement around the old periphery—each successive ring necessarily ever more distant from the original core. Of course, the automobile made these outer settlements and suburbs more easily accessible, and finally tremendously increased their development. Today, new sub-divisions follow every highway into the distant landscape.

It is significant that since 1930, and up until the war, the city population has remained almost constant, while the metropolitan areas show an average increase of over 20 per cent. Clearly, the desire to move out is strong, and each year we see more and more people leaving.

Our cities, not so long ago, were villages. They must have been good villages—good places to settle and live—for more settlers kept coming. Eventually, the railroads came, and industries also came, and great wealth and still more people. Hopes ran high, and people were surely glad to be there. But so many things have changed and worsened; we cannot truly say anymore that our city is a good place to settle and live. People, now, keep moving away, escaping in multitudes to the suburbs and beyond.

We forget so many things in the hundred years our city was growing. We forget that as our cities spread ever outward, the center became ever more distant from the landscape. Thus we unwittingly built inside our city a vast kind of prison, where people must live with scarcely any real contact with Nature—with grass and trees and animals, with the open landscape and the unspoiled sky. We forget that we were infringing human rights, and that no such city of free men could long endure. We forget that Nature is vital to human well being and happiness; and that men confined in prisons have always felt the loss of Nature more than anything else. The larger the city grew, the larger our prison became. Sometimes we call this prison "The Blighted Area." This, of course, must stop.

Obviously, something is wrong. Why are the people fleeing from their cities? It certainly cannot be for economic reasons—it really costs a family much more to live in a suburb. For children? Yes, that's one we all hear. Assuredly, children need fresh air, sunshine, playgrounds and the green countryside. Some claim better school buildings and teaching systems attracted them. Some went for the social contacts. Some went because the real estate taxes were less, but soon found out other things cost more.

Others went because the streets were nicer—bigger trees—it was just like the country. Then, too, they went to become part of a community. They felt the community spirit. But most often we hear that the desire was to be out in the open, in the fresh air, where buildings and houses were not crowded together, and where one could have a garden.

But these good things of life are hardly possible in our big cities of today, and people know it. Our cities are blanketed with industrial smoke and fumes, so that the air we breathe is always filled with soot and wind-borne filth. The very air endangers the health of little children. Yes, and the death dealing streets endanger the lives of children.

The horse and buggy streets were once safe enough to cross, but now the same streets, with automobile traffic instead, are dangerous for everyone. Schools, hospital and parks, stores and offices, and all the houses, are on these dangerous and noisy streets. Certainly, our city is now no place for children; and as a place to live, it is undesirable to nearly everyone.

Going to and from our daily work, packed together like cattle in trains and street cars, and looking through the car windows into the kitchens and bedrooms of the poor, seeing all the tumbling squalor of the slums, and children playing in the streets for lack of parks—we well can wonder angrily what people were thinking of in building such a town. But our city just grew. Only it grew in the wrong way; and it still is growing—in a sort of reverse way. Yet, we could, if we really wished, so direct this growth, that eventually our city would again be a good place to live in.

To do this, we must make a plan. It must be a plan embracing the entire region, and not merely a set of lines in the sense of curved streets or straight streets, but rather a framework for a life healthy and secure. We must have a plan that takes into account the resources of the region and its future potentialities—a plan that takes into account movement of industry—a plan whereby our cities will have an efficient and related system of railroads, highways, air communications and water ports—a plan related to the geography, geology and meteorology of the region—a plan which ties the city to the recreational parks and forest preserves outside the city—a plan which takes into account the use of the soil—a plan which takes into account the possibility of future wars, so that we will not be vulnerable to aerial attack. Only such a plan could again make our cities an efficient and economical work-shop and place of business, besides being a desirable place of residence.

Because this is a meeting for the discussion of post-war housing, and because I have been asked to analyze the requirements for successful urban redevelopment of our sub-standard city areas, I will spend the rest of my allotted time on the elements which I believe

are necessary to make the city a desirable place of residue.

To cure the urban evils of today, it is necessary to build new dwellings. These dwellings should be planned as a part of a decent environment suitable for the development of family life. The essential constituents of that environment, and how they should be arranged, are a fundamental concern of a National Housing Program. Let us consider for a few moments the end product of such a program, rather than just the ways and means of achieving it.

In almost every one of our American cities, particularly those away from the eastern seaboard, we find that after we take out all the acreage required for industry, administration, and transportation, the balance of the land could be so arranged with a new street pattern, that if we so desire, we could house the entire population, so that each family could have a plot of ground of approximately 4,000 square feet to live on.

A low density pattern is desirable for our urban living, and we must combine that pattern with the ability of being near one's place of business, together with the elimination of smoke and soot from the air. This can be done by keeping the residential areas in their proper relationship to heavy industry and the prevailing breezes.

If in the redevelopment the cities can accomplish that much, the sub-standard areas will make the first step in being in a position to compete successfully with the outskirts and the suburbs. With this will come pure air to breathe, sunlight for health, and a little space of earth to stand on or to till. These are not luxuries, but needs of existence. Without them, we must surely sicken and die, even as our cities are now dying. But, in addition to that, we will be close to our place of business. We won't have to spend an hour or two a day traveling to and from our work. What does this inefficient method mean? The anthropologist could tell us what will happen to the third and fourth generation of commuters. As an extreme case, a friend of mine lives in a suburb here which requires him to spend one hour to get to his office; a total of two hours a day; twelve hours a week; in twenty years, it amounts to 520 full days of travel; almost a year and a half, or about four and a half years of eight hour working days. And just think he has to pay for the privilege, but he gets out into the open—the same openness we can create in our cities, just the way most of them were a hundred years ago. Could not our cities be so planned?

This low density will also help solve our planning in connection with our vulnerability to future attack in case of war. It's terrible to talk about such a thing when every day so many of our boys are giving up their lives, but I suggest that anyone who doubts the soundness and necessity for such planning just read: "How to Think about War and Peace" by Mortimer Adler, and draw your own conclusions of what may happen in the next future generations.

And then the residential area of the cities should be divided into communities—communities not for rich or poor or white collar alone—but communities which will house all types, in which one may be born and die, in which the movement from a small to a large family and back again can take place in a life-time—a community that will have the neighborly spirit which we like in a small town or suburb.

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As for the houses themselves, they should have sunlight and living space and privacy—privacy not only from your neighbor, but also from parts of your family, if so desired. The rooms of each house could open on a private garden; this garden might be large enough for a sizeable vegetable plot or just grass and trees. Apartment buildings for those who might not care to live in individual houses could also be sunny, sufficiently spacious and private, and all the rooms could face a view over gardens and parks.

We could easily have such dwellings; and our children wouldn't be killed crossing the streets. We would stop perpetuating the present day horse and buggy system of streets. We would, instead, build a street system fitted to automobile traffic.

Houses would be on byways, and none on highways. Tree-shaded and intimate, these auto pavements would be rather more like garden lanes than streets. Of course, the byways would connect to arterial streets; and these, in turn, would connect by underpass and ramps to fast safe highways. No thoroughfare would ever directly cross another thoroughfare, and so traffic lights and stop signs would be unnecessary. Auto accidents would diminish to a minimum. We would soon discover, also, that the old system had far too many streets, and the savings in paving and maintenance would help reduce the cost of running the city, and, therefore, lower the taxes. But most important—our children could reach schools and playgrounds without crossing a single traffic street. We could all walk anywhere without the least danger.

We must disperse our landscape through our city. Continuous parks, combined with orchards and vegetable gardens, would enter our cities for healthy living. There, close to his house, the city man could till land and harvest the fruits of the earth. This part-time garden work would help to offset the many disadvantages of our machine industrial age and office routine; and the return in produce would give the householder a new measure of economic security.

And with all this must come the schools—schools built in spacious parks, and staffed by really competent teachers who are integrated into a sound modern system of education.

Add to this, the libraries and all the facilities that are used by young and old alike, thus making possible the actual physical equipment being in use twelve hours a day, instead of six. Adequate and modern hospital facilities would also be located in the parks.

Merely to build new buildings in old slums can only perpetuate the present evil of the sub-standard areas of our cities. It cannot cure it. The smoke-laden air, the dangerous streets, the inefficient and needless transportation, the distant and meager parks and playgrounds, and the city's grey and unwholesome environment, unfit for growing children—all these would remain unchanged.

Only a city of green landscape and gardens—of sun-filled houses—clean air—safe streets—only a city for living can be immune from slums—how else can we redevelop the sub-standard areas of our city?

You notice, I have said nothing about brick—or mortar—or plastics—or building codes—or labor restrictions—or pre-fabrication—or new methods or distribution—or taxes—or new methods of financing. They, in themselves, cannot solve the problem of the urban redevelopment. They are only a means to the end product I have tried to describe.

I believe that what I have described makes sense—horse sense, if you will. And from any point of view, it makes for better health—it makes for sound investment—it eliminates waste—it simplifies our municipal services, reducing our cooperative costs. It makes men better fit to work if they are in a production line. It makes living for everyone worth while. And I am sure, with that will come better understanding of one to the other. How long must we wait for action?

To rehabilitate any sub-standard area is a challenge to all of us, which has to be solved without further delay, or the consequences are too numerous to mention.

To build such a city, nothing need be destroyed—nothing prematurely torn down.

The useful of today could be used. The new city would simply be built according to a reasonable plan by the gradual process that replaces obsolescence anyhow. Our existing buildings are short-lived; at best, a few will be standing fifty years hence. So, soon might the new arise entirely complete from the obsolescent rubble heap of the old. No billions of dollars are necessary. All that is necessary is the vision to see it and the heart to make it.

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CREVISTON SEES RETURN OF MATERIALS AT END OF WAR WITH GERMANY

Sufficient supplies of most building materials and equipment will become available to permit large-scale resumption of residential and other civilian construction within three months after the end of the war with Germany, Russell G. Creviston, General Postwar Chairman of The Producers' Council, stated at a recent meeting of the organization's Board of Directors in Chicago.

"The production of most building materials has continued in large volume throughout the emergency to fill the requirements of the huge war construction program, with the result that relatively little reconversion is required to meet civilian construction needs after the war," Creviston said. "Consequently, materials manufacturers can resume the filling of non-war orders as soon as the war production program is cut back. It is anticipated that lumber will remain longest on the critical list, in view of the heavy requirements for crating of war supplies, but the end of the war with Germany should make it possible to release fairly large quantities of lumber for use in urgent civilian construction.

"The situation is somewhat different in the case of fabricated building products, inasmuch as many manufacturers have been producing goods other than their normal civilian lines during the emergency. With the exception of plumbing, heating, and electrical equipment, however, most companies report that they will be producing large quantities of products required for civilian building within three months after reconversion begins.

"A recent survey of the current production of building product manufacturers in The Council indicates that only 15 percent have discontinued their normal lines entirely, in favor of war goods. Over 26 percent have continued to make pre-war products exclusively in order to meet the demands of the war construction program and of essential maintenance, and 85 percent of the manufacturers have continued production of pre-war lines along with other products being made exclusively for war use.

"Thus, while 75 percent of all building product manufacturers are engaged in the production of distinctly new products needed in the war, all but 15 percent also have continued to turn out the same products that will be required in the civilian construction program as soon as restrictions are removed."

Creviston stated that complete information is not yet available with respect to the number and nature of new building products to be available for early postwar use. "Many manufacturers have indicated that their distinctly new postwar products will not be generally available until quite some time after the end of the war," he said, "owing to the fact that there has not been sufficient time to perfect and test many of the new developments and because considerable time will be needed to tool up for the new lines.

"Throughout the industry, the intention is to produce thoroughly reliable and tested products as quickly as possible and in the largest possible quantities, so as to permit an early resumption of postwar construction. However, some decidedly new lines, developed and tested during the war construction program, will be

ready for the market as soon as restrictions are lifted. In addition, there will be many other building products offered for early use that represent distinct improvements on pre-war models."

ON WRITING SPECIFICATIONS

Most of today's engineering and architectural specifications are an engineer's dream, a contractor's nightmare and a material man's dilemma.

Specifications are not instructions. When a specification includes detailed descriptions of the construction or manufacturing processes, and proceeds to tell how each operation must be performed and what tools must be used to perform it, it ceases to be a specification and becomes an instruction. Use of instructions for specifications takes away the contractor's opportunity to use his own skill and ingenuity in developing new methods of construction or reducing costs. It also invalidates that portion of the contract which is supposed to place the sole responsibility for the satisfactory performance and completion of the work on the contractor. The practice of telling the contractor just how he must perform each operation, and then insisting that he be responsible for the character and quality of the work, has put many an engineer and architect in an embarrassing situation, especially before a court of law.

The standard specifications of state highway departments, approved by the Public Roads Administration, and the specifications of other government agencies, contain even greater violations of the rules of simplicity, and include even more detailed instructions.

Both engineers and architects can improve conditions in the construction field by giving some thought to the establishment of proper tolerances for the various structure units and the materials that are used.

By removing instructions from the specifications and setting them up, where necessary, as separate from the contract, we can give contractors a chance to develop their own engineering skill, reduce the cost of construction and improve contractual relations materially.

By applying the rules of good writing to specifications, we can improve the understanding of construction problems, eliminate arguments and save many hours in the course of preparation of plans and specifications.

—From "How Can We Improve Specifications?" by D. V. Purington, Civil Engineer, Austin, Texas, in the *Engineering News-Record*.

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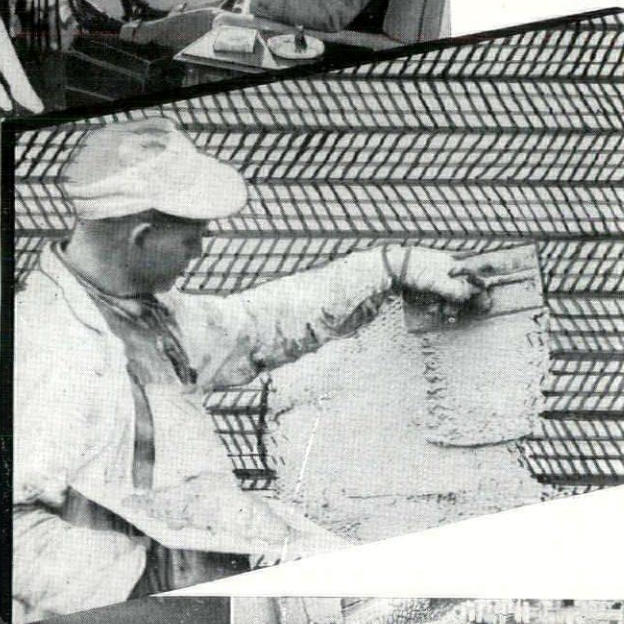
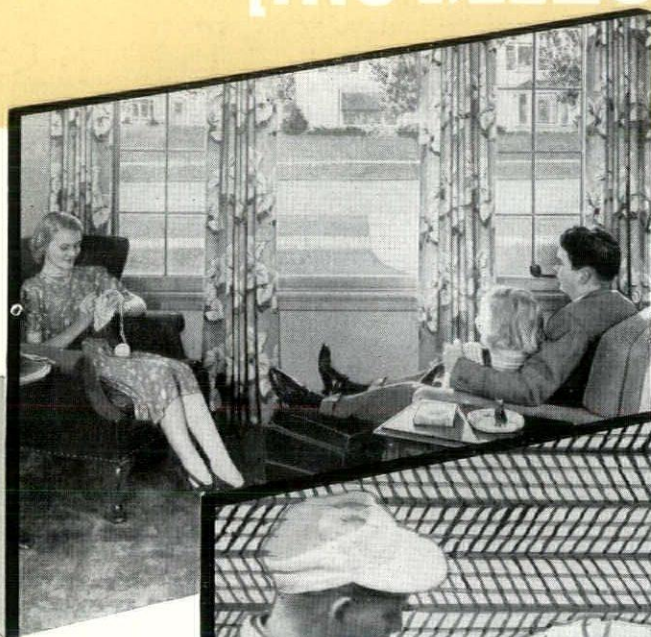
Walter G. Memmler, who represents the State Association on the Advisory Council to the Mayor, has been selected by the Advisory Council to serve on the Metropolitan Plan Association—replacing Leigh Hunt who resigned.

George G. Schneider was appointed by the Wisconsin Chapter, A.I.A., as its representative on the Advisory Council to the Mayor—following Mr. Hunt's resignation from the Council.

The annual meeting of the Wisconsin Chapter, A.I.A., will be held the evening of June 6, at the University Club.

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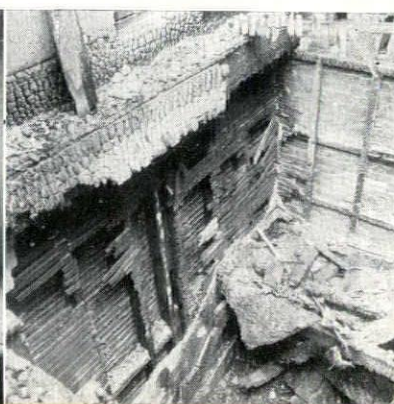
The building industry is cheerfully doing the best possible war construction job with the substitute materials available — but this necessary wartime curtailment is only serving to emphasize the long-range value of the preferred construction methods such as plaster-on-steel.

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Although fire in this room was so intense that window panes were shattered, three persons slept undisturbed on the other side of a Metal Lath and plaster partition.

This picture is in ghastly contrast to the one beside it. Seven persons died in this raging inferno of fire because of the combustible material used in construction.

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